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RAILROAD REPAIR BEHIND SCHEDULE;
EQUIPMENT OUTPUT INCREASES

RAILROAD CAR REPAIR CRITICIZED -- Gudok, No 76, 26 Jun 49

A recent staff meeting of the Ministry of Transportation discussed the plan for repair of railroad cars in depots and plants. The 5-month plan for repair of freight cars was completed 102 percent, and the plan for repair of passenger cars, 103 percent. The Ural-Siberian and Caucasus railroad okrugs showed a marked improvement in their work.

Most of the work, however, was done during the first 4 months. Only 90.4 percent of the May plan for repair of rolling stock was completed, and in 20 days of June only 49 percent of the June plan had been completed. During 5 months of this year, repair workers failed to deliver 7,223 freight cars, of which the Central and Central Asia railroad okrugs failed to deliver 58 percent, or over 4,000.

Many systems have organized running repairs of cars, poorly. While the number of cars on the lines of the Ural-Siberian Okrug needing this type of repair was lower than the norm, there were 919 cars on the Central Okrug and 403 in the Donets Okrug above the norm. Statistics show that cars uncoupled for repairs are under repair about 5 hours, but it requires 30 hours to take them from the station tracks to the repair points and back.

On many roads, control over the quality of repair work is unsatisfactory. Many cars are damaged on the railroads of the network and on industrial sidings. Repair of this damage is not provided for by any plans. Closed freight cars are used to transport stone, metal waste, firewood, coal, and other bulky freight, despite a ruling of the Ministry to the contrary. Of all damaged freight cars, 28 percent are damaged in shunting operations, especially in humping yards.

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The staff meeting considered the highly unsatisfactory work of the Administration of Railroad Car Repair Plants, which did not fulfill the 1948 plan, and is not fulfilling the 1949 plan according to schedule. Only 86.8 percent of the 5-month plan for passenger car repair was completed, and only 83.9 percent of the plan for freight car repair; 75.2 percent of the plan for repair of closed freight cars, 74.3 percent of the plan for repairing tank cars, and 68.9 percent of the plan for repairing refrigerator cars was completed. The Roslavl', Stryy, Urosheskiy, Popasnaya, and Panyutino plants have not even succeeded in raising the level of output against last year. Delay of cars in some plants is 100 - 200 percent above the norm.

MOSCOW BRAKE PLANT WORKS WELL -- Moskovskiy Bol'shevik, No 143, 19 Jun 49

During 1948, the Moscow Brake Plant imeni L. M. Kaganovich exceeded the pre-war production level. The plant's production was 118 percent of its 1940 output, and labor productivity increased 40 percent. Above-plan savings in 1948 amounted to 6.9 million rubles.

Turnover of working capital was accelerated. In 1940, the plant produced 2 rubles 89 kopecks' worth of goods for each ruble of its own working capital, and the turnover of working capital was 2.89 times, or 125 days. In 1948, the plant produced goods worth 3 rubles 42 kopecks for each ruble of working capital, and turnover of working capital was accelerated by 19 days.

In 1948, the plant put into production high-capacity machines, manufactured 500 new devices and 82 stamps, and set up 11 continuous production lines. The machining of 30 new parts was switched to automatic machines. The plant mechanized the assembly section for heavy parts in the pump shop. A conveyor was set up in the foundry and the plant organized an intershop, intraplant transportation system using electric cars.

During the first 5 months of 1949, the plant made more than 2 million rubles of profit and deposited in the bank the first 250,000 rubles of freed working capital. The turnover of working capital was accelerated by 10 days above the plan.

Among other things, the plant is manufacturing M-320 parts and vacuum pumps. --
B. Yashechkin, director, Moscow Brake Plant

Izvestiya, No 140, 16 Jun 49

The Moscow Brake Plant supplies steam locomotives, Diesel locomotives, railroad cars, electric locomotives, and subway trains with air brake equipment. In 1948 the plant attained the average monthly rate of production planned for 1950. Its turnover of working capital was accelerated 15 days above plan.

Assembly of equipment is now carried out by a continuous operation method. Vertical, multipurpose, semiautomatic lathes are used in machining brake cylinders. Formerly, 15 turret lathes, working in three shifts, were used in this operation. Seven electric-switch automatic and semiautomatic machines have also been installed in the plant. Most machines have been converted to high-speed cutting operations.

NEW STEAM FREIGHT LOCOMOTIVE -- Vechernaya Moskva, No 149, 24 Jun 49

A steam freight locomotive of new design has been built by the Voroshilovgrad Plant. The locomotive, designated OI-23-OI, has an axle load considerably greater than that of the Series FD locomotive, and is equipped with a balanced steam engine and a new driving arrangement. It has a mechanical stoker and a pneumatic reverse gear device, as well as centralized lubrication of moving parts and a special machine for shaking the fire grates.

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The locomotive is now undergoing tests. On individual runs it has achieved a speed of 50 - 60 kilometers per hour. On one run it drew a 3,600-ton train, 1,300 tons more than the norm for the FD locomotive. Further tests will be run on one of the sections of the Western Railroad System.

URAL PLANTS SAVE METAL -- Pravda, No 168, 17 Jun 49

The leading enterprises of Sverdlovsk Oblast are engaged in socialist competition for above-plan production from saved metal. The best results were achieved by the Sverdlovsk Plant of Transport-Machine Building and the Ural Car-Building Plant. The Sverdlovsk Plant of Transport Machine Building produced 12 coal-loading machines above plan by saving metal and other materials. The Ural Car-Building Plant was able to produce a large number of railroad cars and thousands of cast-iron wheels above plan by saving metal and other materials, and introducing new techniques on a large scale.

PLANTS REPORT SUCCESS AND FAILURE -- Pravda Ukrainskaya, No 134, 9 Jun 49

The Kharkov Transport-Machine-Building Plant is now producing above the plan.

Zarya Vostochna, No 112, 10 Jun 49

During the first quarter of 1949, the Tbilisi Locomotive and Car-Repair Plant operated less successfully than it did in 1948. It failed to complete its plan in 1948.

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